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REPORT

50X1-HUM

CD NO.

COUNTRY Yugoslavia
SUBJECT Transportation - Railroad
HOW PUBLISHED Daily newspaper
WHERE PUBLISHED Ljubljana
DATE PUBLISHED 11 - 16 Dec 1950
LANGUAGE Slovenian

DATE OF INFORMATION 1950

DATE DIST. 29 Jan 1951

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

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SOURCE Slovenski Porocvalec.

CONSTRUCTION OF NEW YUGOSLAV RAILROAD TO BEGIN IN 1951

Several days ago, the Central Committee of the People's Youth decided that youth labor brigades from all parts of Yugoslavia will begin construction on the Doboj-Banjaluka standard-gauge railroad in the spring of 1951. This railroad will be the same length as the 92-kilometer Brcko-Banovici line. Three tunnels with a total length of 3,666 meters will have to be dug on the line, and eight bridges will have to be built. Four of the bridges will be over the Bosna, Vrbas, Vrbanja, and Velika Ukrina rivers. The plans call for building 250 small bridges and underpasses and nine railroad stations.

The Tuzla-Doboj railroad will be completed shortly. When the Doboj-Banjaluka railroad is built, the distance by rail from Tuzla or Kreka to Banjaluka will be shortened by 286 kilometers, and the distance from Sarajevo to Banjaluka will be reduced by half. The Banjaluka-Belgrade line will be shortened, and the shortest connection will be established between the ironworks in Zenica and the iron mine in Ljubija, near Prijedor.

With the building of the Doboj-Banjaluka line, an uninterrupted connection will be established among Tuzla, Doboj, Banjaluka, Bosanski Novi, Sunja, and Zagreb. In addition to the Tuzla-Zvornik line, the Zvornik-Valjevo-Belgrade line and the Bosanski Novi-Glina line are also scheduled to be built at some future date. After these lines are built, there will be a new connection between Belgrade and Ljubljana, by the Belgrade-Valjevo Zvornik-Tuzla-Doboj-Banjaluka-Bosanski Novi-Glina-Karlovac-Ljubljana line.

The following map shows existing and projected lines in this area:

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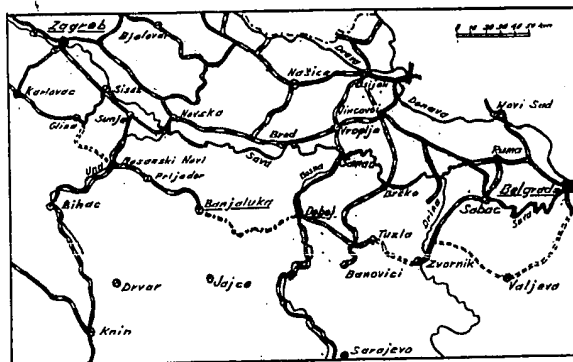
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LEGEND

- Existing standard-gauge lines
- - - Standard-gauge lines to be built in 1987
- Projected standard-gauge lines

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